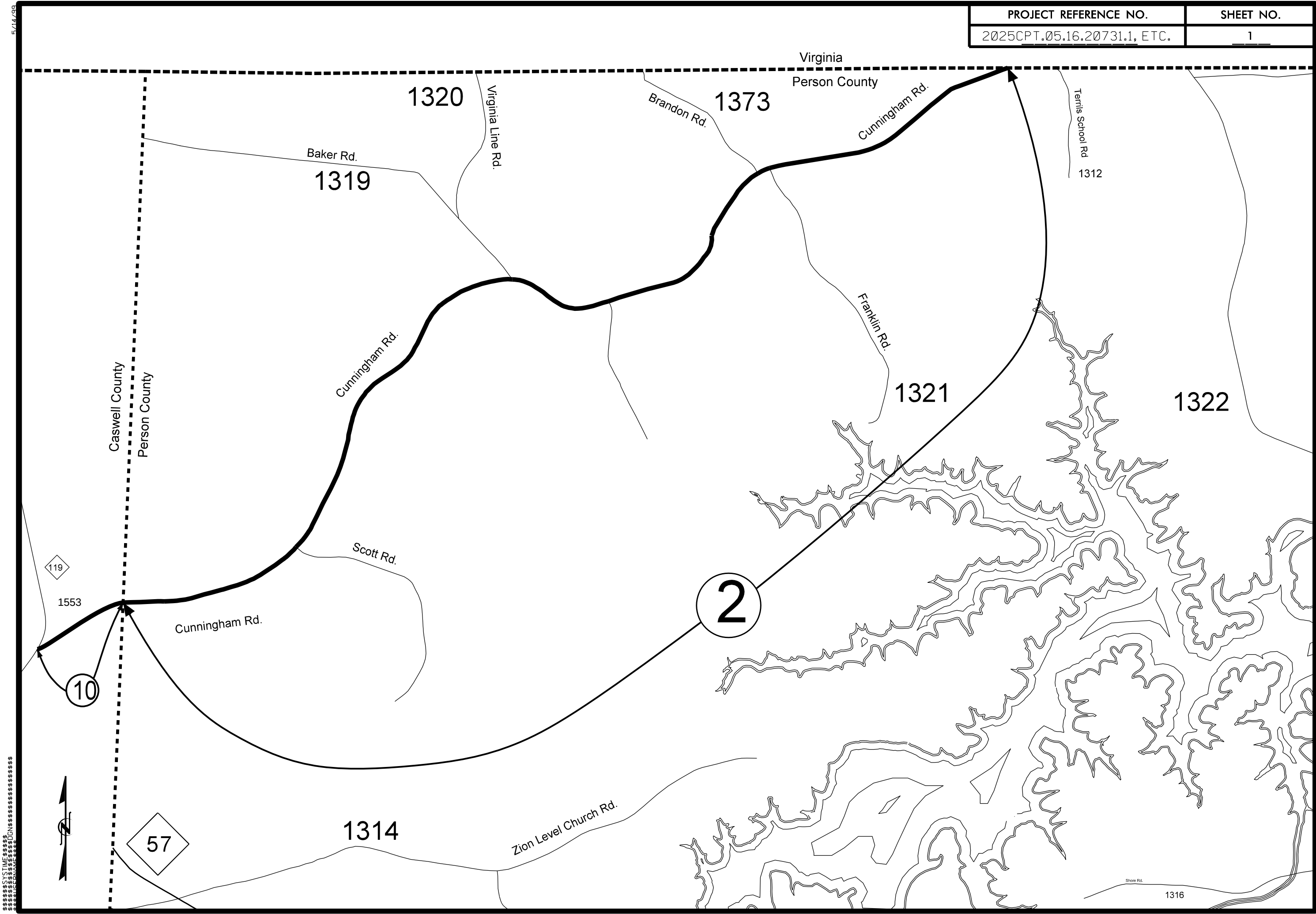
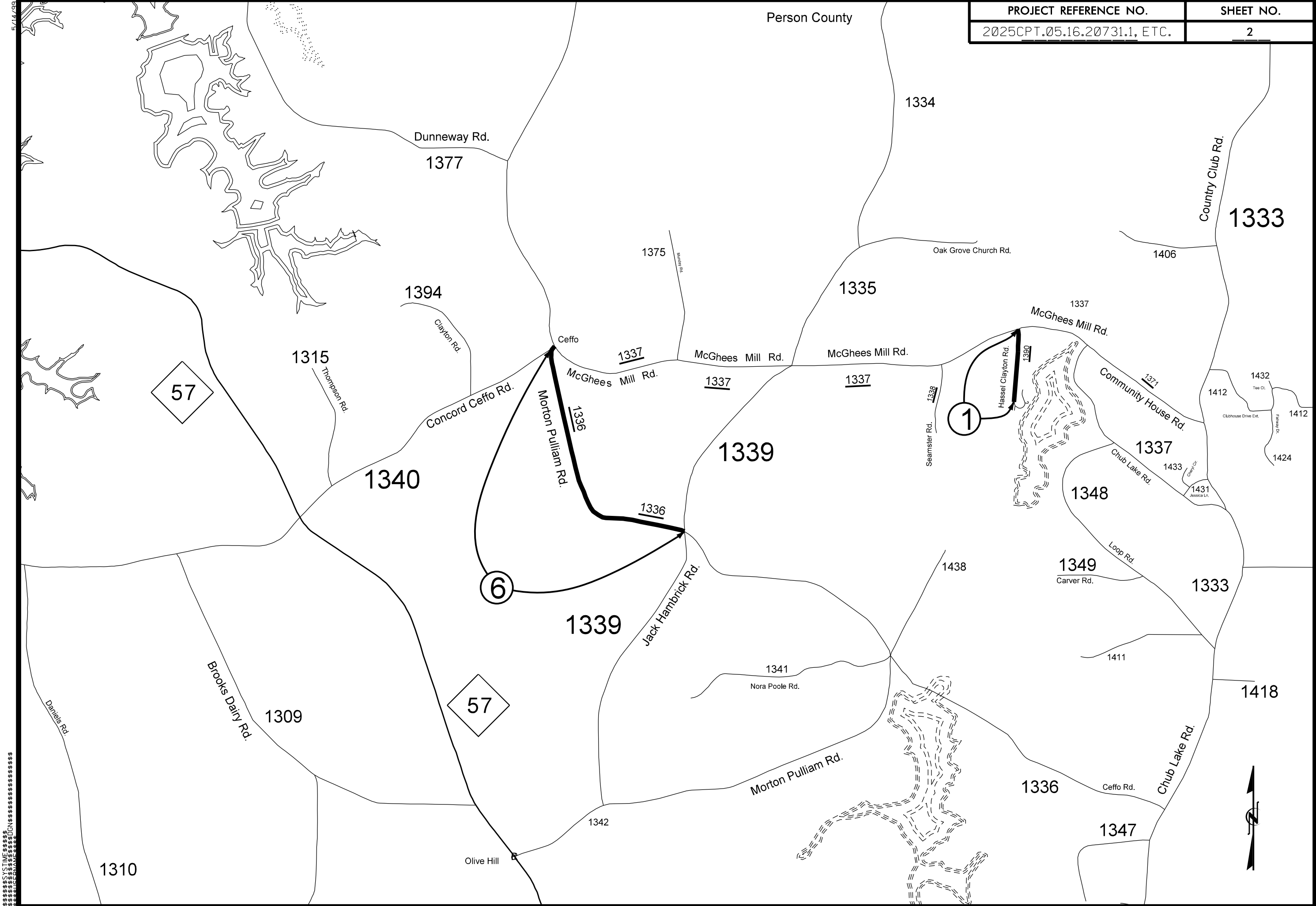
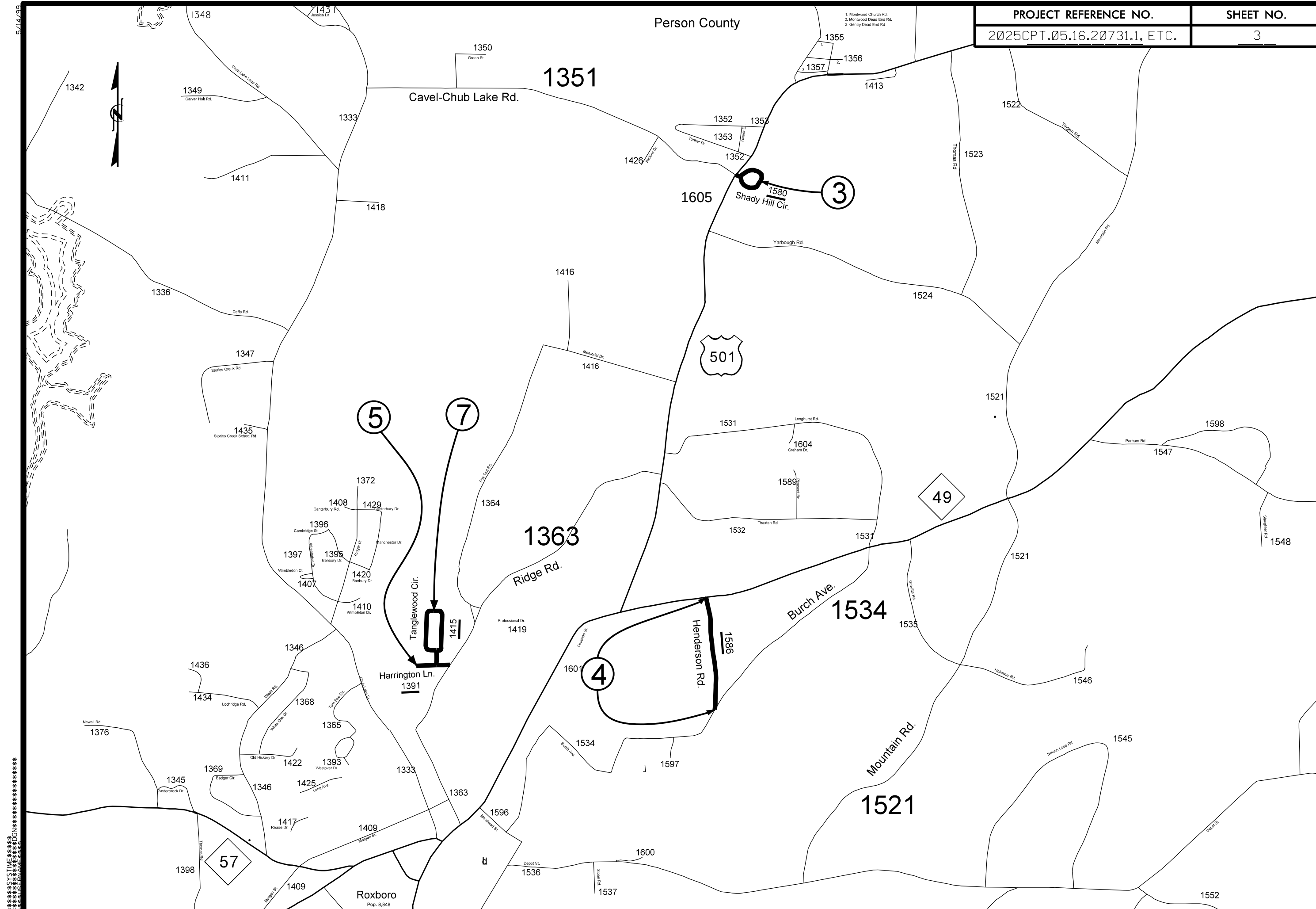
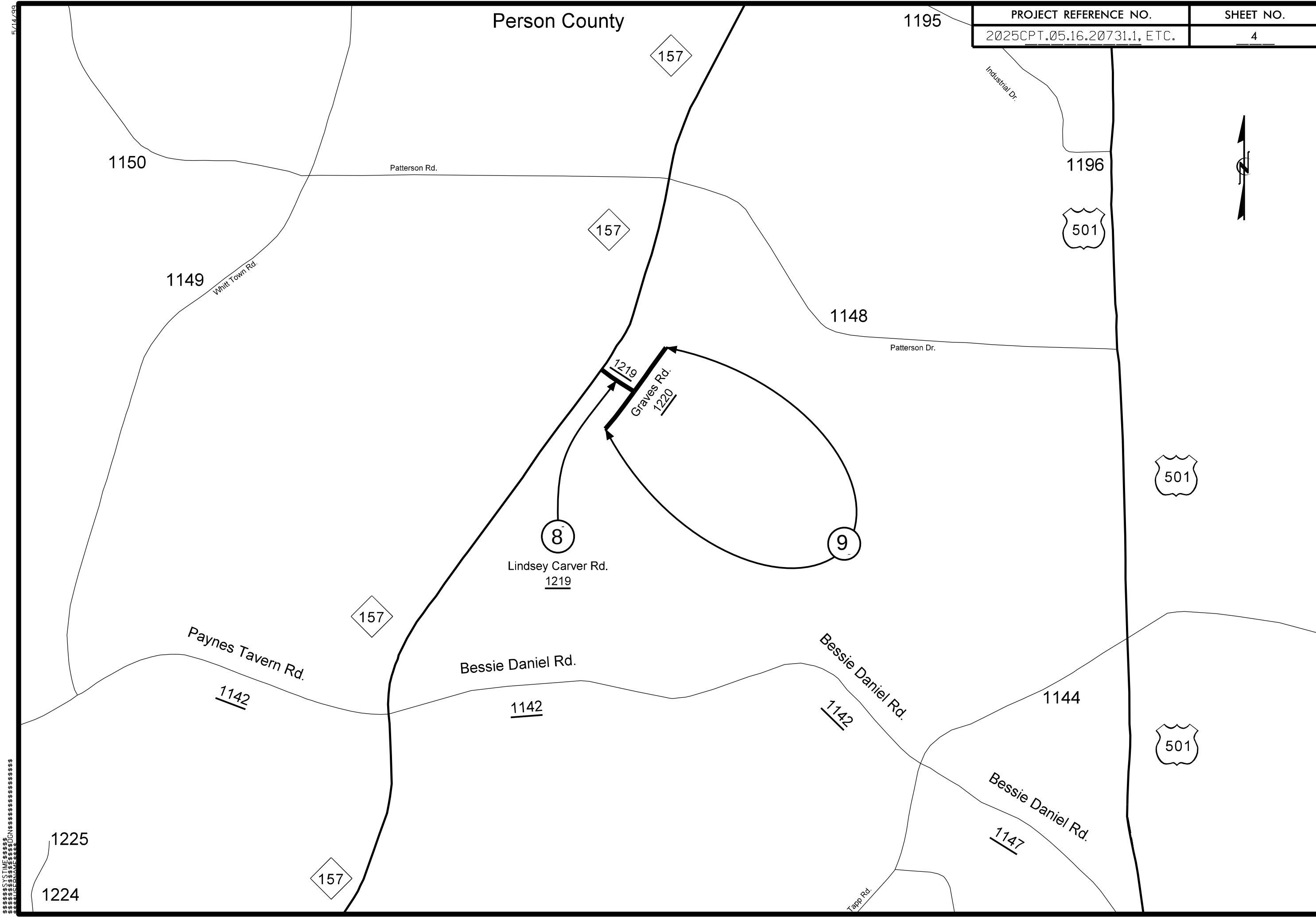








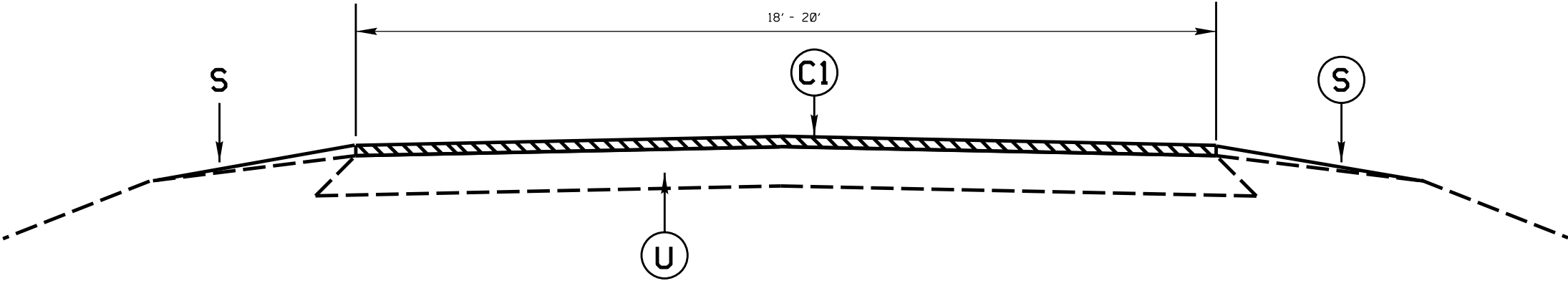


PROJECT REFERENCE NO.	SHEET NO.
2025CPT.05.16.20731.1, ETC.	4

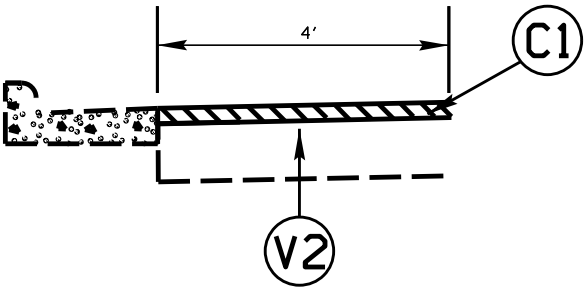
5/14/99
CUSTODY OF THE
COUNTY OF PERSON
COUNTY, N.C.

PAVEMENT SCHEDULE	
C1	1 ½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION, ASB REQUIRED
U	EXISTING PAVEMENT
V1	MILL ASPHALT PAVEMENT, 1½" DEPTH
V2	MILL ASPHALT PAVEMENT, 0-1½" DEPTH

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.05.16.20731.1, ETC.	5

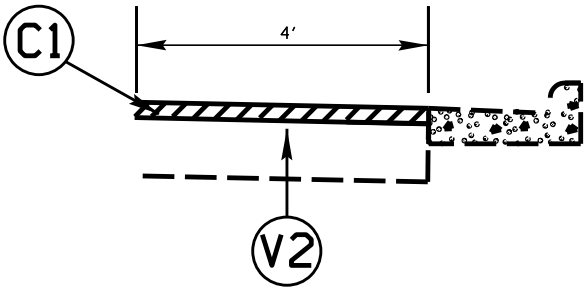


TYPICAL SECTION NO.1



USE IN CONJUNCTION WITH TYPICAL SECTION NO.1

MAP 4 HENDERSON RD
CURB AND GUTTER SECTION - 80' +/-

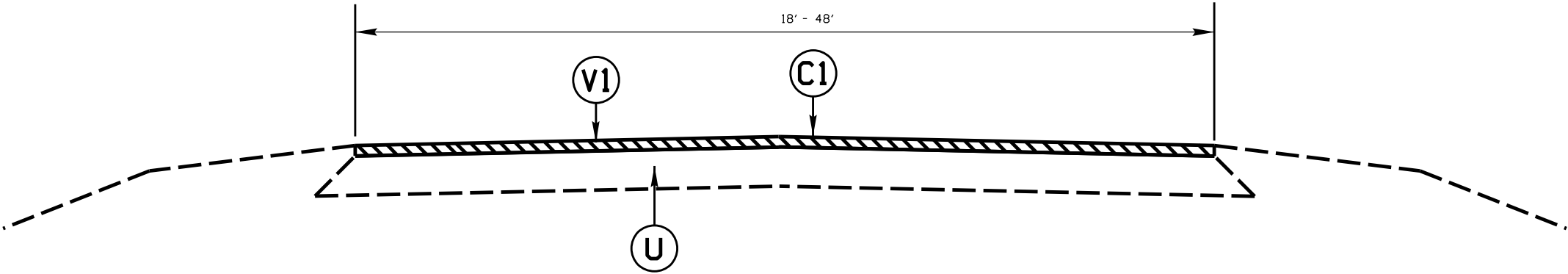


USE IN CONJUNCTION WITH TYPICAL SECTION NO.1

MAP 4 HENDERSON RD
CURB AND GUTTER SECTION - 230' +/-

PAVEMENT SCHEDULE	
C1	1 ½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION, ASB REQUIRED
U	EXISTING PAVEMENT
V1	MILL ASPHALT PAVEMENT, 1½" DEPTH
V2	MILL ASPHALT PAVEMENT, 0-1½" DEPTH

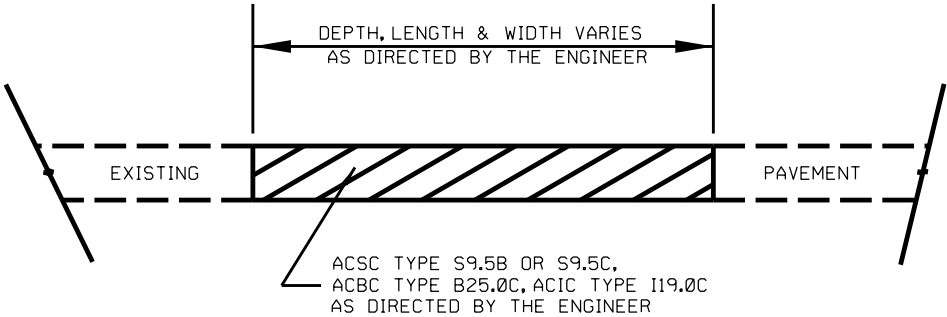
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.05.16.20731.1, ETC.	6



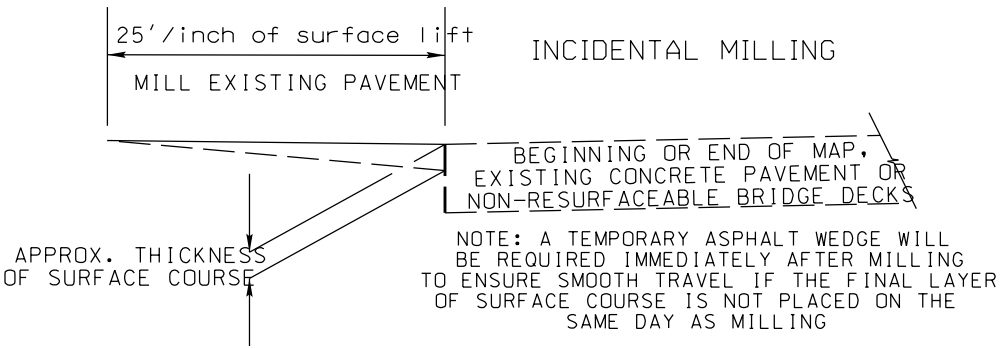
TYPICAL SECTION NO. 2

NOTES

ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

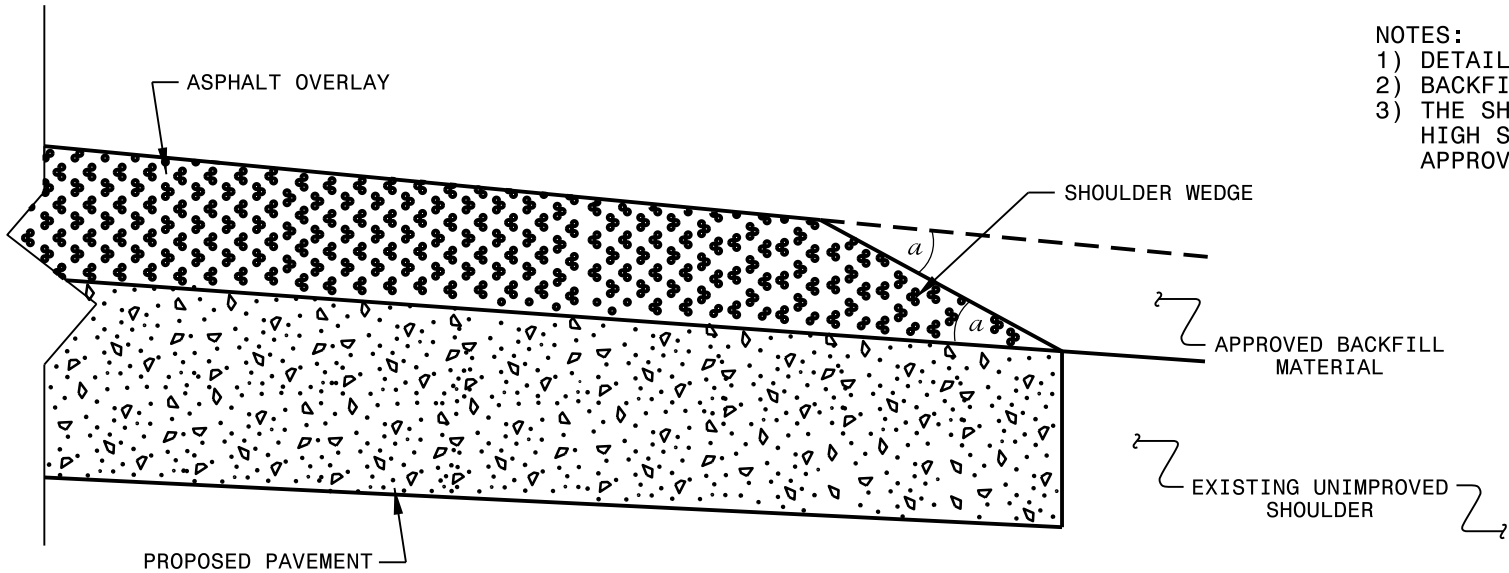


PATCHING EXISTING PAVEMENT

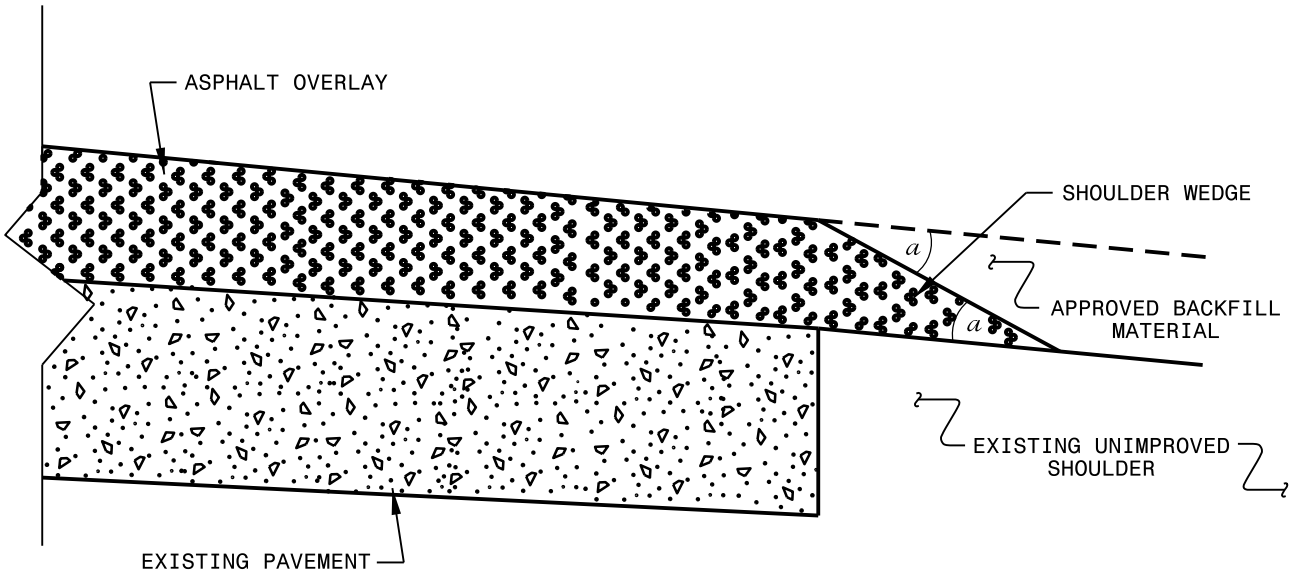


INCIDENTAL MILLING

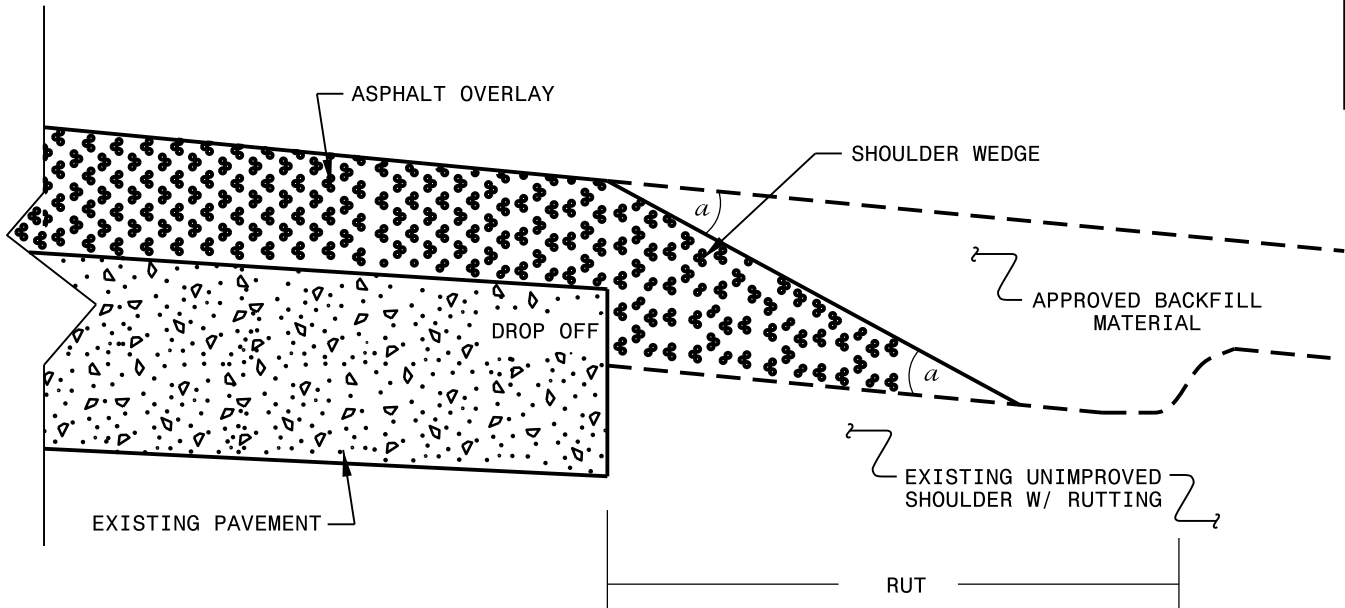
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	2/2/16
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

22 JAN-2018 09:41
S:\Contract\2018\Resurfacing Projects\Division 4\I-5937 Wilson March 2018\Revised Shoulder Wedge Detail.dgn
P:\porter - RI\USD-2018-02

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.05.16.20731.1, ETC.	10	

SUMMARY OF QUANTITIES

										1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGT H	WID TH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
								MI	FT	TONS	SMI	TON	SY	SY	SY	TONS	TON	TONS
2025CPT.05.16.20731.1	Person	1	SR-1390 / HASSEL CLAYTON RD	FROM SR-1337 TO END MAINTENANCE	2	2	2WU	0.31	20				3,878			338	26	77
2025CPT.05.16.20731.1	Person	2	SR-1318 / CUNNINGHAM RD	FROM CASWELL CO TO VIRGINIA	1	2	2WU	5.036	20	252	10.07	931			1,424	5,259	360	383
2025CPT.05.16.20731.1	Person	3	SR-1580 / SHADY HILL CIR	FROM SR 1605 TO SR 1580	1	2	2WU	0.291	18	15	0.58	54			83	268	21	68
2025CPT.05.16.20731.1	Person	4	SR-1586 / HENDERSON RD	FROM SR 1534 TO 49	1	2	2WU	0.484	20	24	0.97	89		138	730	562	37	12
2025CPT.05.16.20731.1	Person	5	SR-1391 / HARRINGTON LN	FROM SR 1363 TO DEAD END	1	2	2WU	0.145	20	7	0.29	27			110	148	10	11
2025CPT.05.16.20731.1	Person	6	SR-1336 / MORTON PULLIAM RD	FROM SR 1340 TO SR 1339	1	2	2WU	1.151	20	58	2.30	213			300	1,177	92	320
2025CPT.05.16.20731.1	Person	7	SR-1415 / TANGLEWOOD CIR	FROM SR 1391 TO SR 1415	1	2	2WU	0.87	20	44	1.74	161				898	60	31
2025CPT.05.16.20731.1	Person	8	SR-1219 / LINDSEY CARVER RD	FROM NC 157 TO SR 1220	1	2	2WU	0.09	20	5	0.18	17			105	113	8	18
2025CPT.05.16.20731.1	Person	9	SR-1220 / GRAVES RD	FROM BEGIN PVMT TO END PVMT	1	2	2WU	0.22	20	11	0.44	41				225	15	10
TOTAL FOR PROJ NO. 2025CPT.05.16.20731.1								8.597		416	16.57	1,533	3,878	138	2,752	8,988	629	930
2025CPT.07.20.20171	Caswell	10	SR-1553 / CUNNINGHAM RD	FROM NC 119 TO PERSON COUNTY LIN		2	2WU	0.4	20	20	0.8	74			72	390	26	20
TOTAL FOR PROJ NO. 2025CPT.07.20.20171								0.4		20	0.8	74	0	0	72	390	26	20
GRAND TOTAL								8.997		436	17.37	1,607	3,878	138	2,824	9,378	655	950

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.05.16.20731.1, ETC.	11	

THERMOPLASTIC AND PAINT QUANTITIES

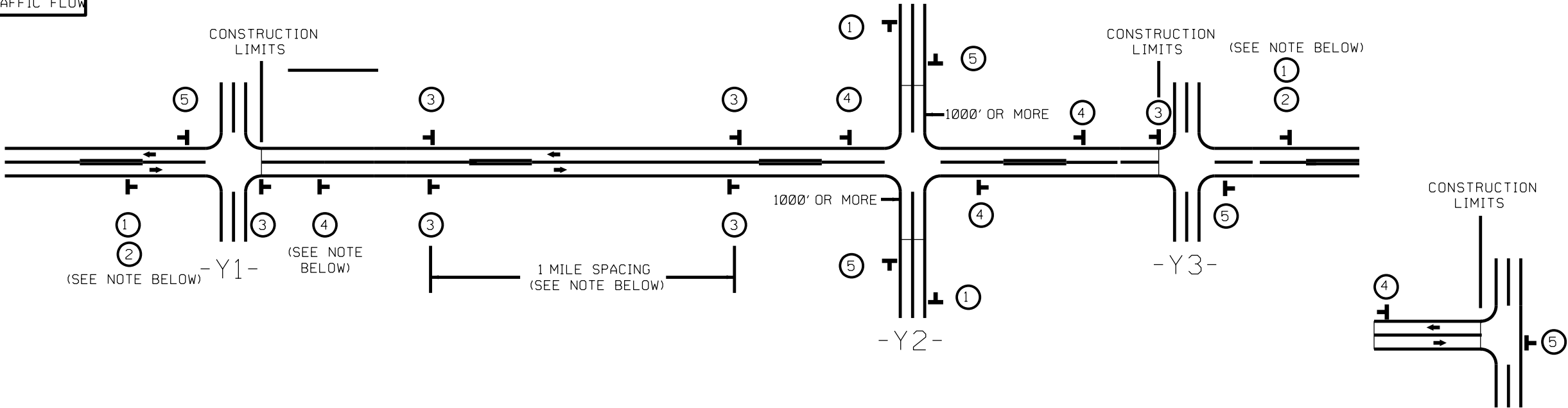
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE			4413000000-E	4457000000-N	4685000000-E		4709000000-E	4720000000-E	4725000000-E	
								LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO RT ARROW 90 M	THERMO LT ARROW 90 M
								MI	FT	SF	LS	LF	LF	LF	EA	EA	EA
2025CPT.05.16.20731.1	Person	1	SR-1390 / HASSEL CLAYTON RD	FROM SR-1337 TO END MAINTENANCE	2	2	2WU	0.31	20	35	*						
2025CPT.05.16.20731.1	Person	2	SR-1318 / CUNNINGHAM RD	FROM CASWELL CO TO VIRGINIA	1	2	2WU	5.036	20	564		54,187	50,009				
2025CPT.05.16.20731.1	Person	3	SR-1580 / SHADY HILL CIR	FROM SR 1605 TO SR 1580	1	2	2WU	0.291	18	33							
2025CPT.05.16.20731.1	Person	4	SR-1586 / HENDERSON RD	FROM SR 1534 TO US 501	1	2	2WU	0.484	20	54		5,113	5,208	78	14	2	2
2025CPT.05.16.20731.1	Person	5	SR-1391 / HARRINGTON LN	FROM SR 1363 TO DEAD END	1	2	2WU	0.145	20	16							
2025CPT.05.16.20731.1	Person	6	SR-1336 / MORTON PULLIAM RD	FROM SR 1340 TO SR 1339	1	2	2WU	1.151	20	129		12,385	9,746	19			
2025CPT.05.16.20731.1	Person	7	SR-1415 / TANGLEWOOD CIR	FROM SR 1391 TO SR 1415	1	2	2WU	0.87	20	97							
2025CPT.05.16.20731.1	Person	8	SR-1219 / LINDSEY CARVER RD	FROM NC 157 TO SR 1220	1	2	2WU	0.09	20	10							
2025CPT.05.16.20731.1	Person	9	SR-1220 / GRAVES RD	FROM BEGIN PVMT TO END PVMT	1	2	2WU	0.22	20	25							
TOTAL FOR PROJ NO. 2025CPT.05.16.20731.1								8.597		963	1.000	71,685	64,963	97	14	2	2
												136,648				4	
2025CPT.07.20.20171	Caswell	10	SR-1553 / CUNNINGHAM RD	FROM NC 119 TO PERSON COUNTY LIN	1	2	2WU	0.4	20	45	*	4,304	4224				
TOTAL FOR PROJ NO. 2025CPT.07.20.20171								0.4		45	1.000	4,304	4224				
												8,528					
GRAND TOTAL								8.997		1,008	1.000	75,989	69,187	97	14	2	2
												145,176				4	

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" NEXT W7-3aP XX MILES 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.
	3 LOW/SOFT SHOULDER SP 13107 48" X 48" - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4 ROAD UNDER CONST SP 13106 48" X 48" - THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5 END ROAD WORK G20-2 A 48" X 24" PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	
	THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.	

LESS 2 MILES	FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.
-----------------	--

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING
--	---

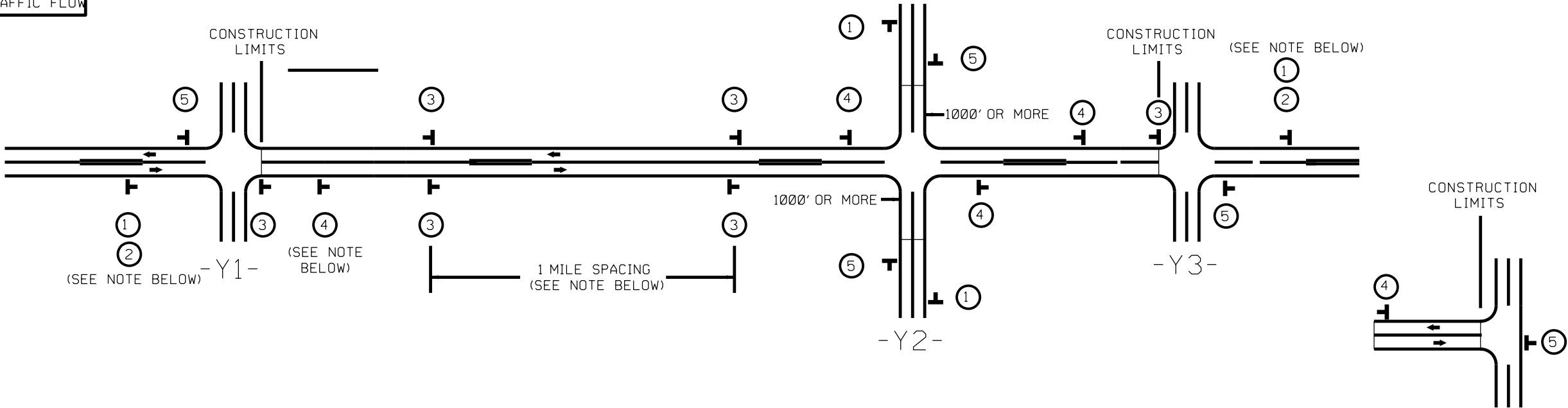
\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$SYSDGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

SIGNING FOR RESURFACING PROJECTS

LEGEND

 STATIONARY SIGN

 DIRECTION OF TRAFFIC FLOW



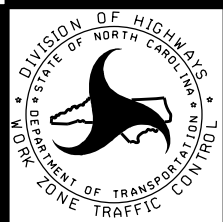
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1  W20-1 48" X 48" 2  W7-3aP XX MILS 24" X 18"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.  W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER.  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.
	3  SP 13107 48" X 48"	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4  SP 13106 48" X 48"	- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5  G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	
	THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.		
LESS 2 MILES	FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.		

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL





ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2-LANE ROADWAY
RESURFACING